

CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

REPORT

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COUNTRY East Germany

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SUBJECT Rail Freight Traffic through Forst and Ebersbach

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THIS IS UNEVALUATED INFORMATION

- Between 1 and 31 October 1954, 259 trains including 10,835 cars with 228,270 tons of coal and 4,102 cars with 79,226 tons of coke entered East Germany via the Forst border station. 1 Between 26 and 28 October, the Horka border station was closed to traffic because of bridge construction work; shipments were rerouted via Forst. 2
- Ruhr coke shipments which are transloaded from ship to rail at Stettin and which previously entered the GDR via Forst are to be directed via Frankfurt/Oder effective 3 October 1954.
- On orders of the Sekretariat fuer die Verwaltung der Staatsreserve (Secretariat for the Administration of the State Reserve), coke for storage purposes has been imported to the GDR via Forst and Horka since 25 October 1954. The following daily quotas were fixed for coke to be imported via the two border stations for storage at the places mentioned:

25X1

Koenigs-wusterhausen	200 tons
Riesa-Hafen	500 "
Dresden-Hafen	150 "
Oranienburg	200 "
Niederau near Dresden	100 " (only via Forst)

- There are plans for the reconstruction of the second track across the railroad bridge at Forst. Surveying for the project was completed in October 1954. 3
- In early November, the following rail traffic was observed at the Ebersbach border station:

Two trains each of up to 60 empty tank cars to Hohenau and Matzen;  
30 to 60 empty cars, mainly boxcars, daily to Czechoslovakia;

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25X1

- 2 -

two trains of four-axle tank cars with crude oil from Hohenau and Matzen, and 30 to 40 boxcars and gondola cars with undetermined load daily from Czechoslovakia. 4

1.  Comment. In September 1954, 6,885 cars with 148,571 tons of coal and 4,777 cars with 93,444 tons of coke entered East Germany.  
 25X1
2.  Comment.  The bridge over the Neisse river is being converted to a permanent structure. 25X1
3.  Comment. This project is reported for the first time and is not included in current construction plans. Similar plans were reported for the bridge at Horka.  The reconstruction of the second track is prompted more by military and strategic considerations than necessitated by normal traffic requirements. 25X1
4.  Comment. Crude oil shipments from Sistersdorf in Austria and empty cars for such shipments which are usually dispatched via Bad Schandau were directed via that border station. Ebersbach is located on the Zittau-Bautzen line and is frequently used to ease the traffic load at Bad Schandau. 25X1

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